

## **FAQ - Frequently Asked Questions**

### **What is being planned?**

This project proposes to install double mast arm luminaires every 200' in the median from Ashby Avenue (Route 13) to the El Cerrito Separation and from there, to install high mast lighting every 300' to the east for another 0.4 miles. The median barrier will be upgraded to current standards from the existing height of 32" to a proposed height of 36". The barrier will transition from 36" to 56" over a distance of 17' leading to the double mast arm lighting and similarly, transition from 56" to 36" over 17' leading away from the double mast arm lighting.

### **Why was this project down-scoped from an Environmental Impact Report (EIR) to a Categorical Exemption (CE)?**

The environmental document for this project was originally scoped as an Environmental Impact Report. At the time the project was being programmed, the Caltrans office of Advanced Planning believed that the proposed median barrier would be 56 inches high throughout the project limits, blocking bay views and creating a potential significant visual impact. Once the project entered the environmental phase (PA&ED), Caltrans designers were able to reduce the previously proposed median barrier height to the now proposed 36 to 56-inch-high barrier and confirm removal of the green paddle glare screen currently installed in the corridor.

Caltrans proceeded with the EIR process, issuing a Notice of Preparation and holding a scoping meeting. When the Visual Impact Assessment for the project was completed, the results showed that not only would the currently proposed project have no negative visual impacts, but that the removal of the existing glare screen coupled with construction of the new barrier would improve views of the San Francisco bay. The proposed project would result in more visual continuity in the corridor and would increase the vividness of views of the bay. Since potential impacts under CEQA were avoided as the project development process proceeded, Caltrans down-scoped the environmental document to a Categorical Exemption.

### **Where is the work located?**

The work is located on Route 80 in Berkeley, from Ashby Avenue (Route 13) to 0.4 miles east of the El Cerrito Separation.

### **How long will it take?**

It is anticipated to take 300 working days, or approximately 15 months.

### **When will it start?**

Work is anticipated to begin in the Fall of 2020

**When will it end?**

Work is anticipated to end by Winter of 2021

**Will my nighttime view of the bay change with this new lighting?**

We do not anticipate that the installation of lighting in the median barrier will impact views of the bay from Interstate 80 (I-80). The view of the bay should remain the same as it is where lighting is currently found adjacent to the on and off ramps to I-80.

**Will lights be visible from my house?**

When lighting is in operation, the double mast arm lighting will be confined to within the edges of the roadway, and will have little or no impact to the residents in the vicinity. The high mast lighting will extend somewhat beyond the edges of the roadway, but again, will have little to no impact to the residents in the vicinity.

**What kind of noise levels can I expect?**

Construction equipment expected to be used are jack hammers, (105 decibels (dbs)), front end loaders (85 dbs), concrete saws (105 dbs), concrete mixers (85 dbs), concrete pump (82 dbs), concrete debris hauling rigs (88 dbs), and flatbed trucks (88 dbs). Every effort will be made to minimize the construction noise levels, where possible. The work is generally located far from local residents, and have minor impacts to commercial properties outside of normal business hours.

**Will I be bothered by work lights?**

Every effort will be made to direct lighting away from the drivers' eyes in their direction of travel, and away from local residents.

**How will my commute be impacted?**

It is anticipated that work will be performed at night and is not anticipated to impact drivers during normal commute hours. During night work, it may be necessary to temporarily close the inside shoulder and one or two inside travel lanes in each direction of travel.

**When will the work occur?**

Work will be performed at night and is anticipated to begin around 8 PM and end by 5 AM each day, depending on local traffic demand.

**How do I comment?**

Comments may be addressed to Chiconda Davis, Public Information Officer, 111 Grand Ave, MS 6-A, Oakland, CA 94612 or emailed to [chiconda.davis@dot.ca.gov](mailto:chiconda.davis@dot.ca.gov)

**When can I send my comments?**

Comments will be accepted from September 19, 2018 through October 17, 2018